NUMBER OF ACCIDENTS OCCURRED IN THE GOVERNMENT ROAD TRANSPORT SERVICE.

*Q.—774. Sri C. K. RAJAIAH SHETTY (Chicknaikanahally).—

Will the Government be pleased to state:—

(*a*) the number of accidents in the Government Road Transport Services, since last three years ending 3rd March 1961 (yearwar);

(*b*) the estimated loss caused by above accidents;

(*c*) the amount recovered by Insurance Companies in these losses;

(*d*) the amount claimed and due from Insurance Companies;

(*e*) the number of deaths of the staff of the Government Road Transport and public caused by the above accidents?

A.—Sri K. F. PATIL (Minister for State Transport, Mining and Food).—

(*a*) (i) 1958-59 ... 476
(ii) 1959-60 ... 664
(iii) 1960-61 ... 771

(*b*) Rs. 1,81,550.39 nP.

(*c*) Nil. Since all the vehicles of the M.G.R.T.D. are insured with the Mysore Government Insurance Department for Third Party Risk only.

(*d*) Rs. 441-81 nP. (Third Party claim)

(*e*) (i) M.G.R.T.D. Staff ... 4
(ii) Public 82

Sri C. K. RAJAIAH SHETTY.—May I know the reason why there is a great deal of increase in accidents, Sir?

†Sri K. F. PATIL.—The reasons are koown to all. It is due to lack of road-sense on the part of the public; carelessness of drivers and due to machinery sometimes not working properly.

Sri C. K. RAJAIAH SHETTY.—Is it not a fact that you have appointed useless staff and inefficient drivers who are responsible for all these things?

Sri K. F. PATIL.—We are taking action against such drivers and we have taken action against 158 drivers.

Sri C. K. RAJAIAH SHETTY.—Many of the drivers are appointed not on efficiency or experience, it is only on some other basis. Many useless people have been appointed and that has led to the accidents.

Sri K. F. PATIL.—None except those who have got driving licences are taken as drivers.

Sri G. VENKATAI GOWDA.—Are separate tests conducted for drivers?

Sri K. F. PATIL.—The very fact that they hold licencess is a test.

Sri S. D. KOTHAWALE.—The accidents seem to be on the rise from 1958-59 to 1960-61 what is the reason, Sir ?

Sri K. F. PATIL.—Mileage and buses have also increased.

Sri B. SHANKARAPPA.—Is it not a fact that on account of the method of work and arrangement of drivers from one line to another, these accidents are taking place ?

Sri K. F. PATIL.—Wherever they are put, they must drive.

Sri B. SHANKARAPPA.—Drivers are being changed every day.

Sri K. F. PATIL.—No, normally they will be changed weekly or fortnightly. That should not be the reason for accidents.

Sri C. K. RAJAIAH SHETTY.—What prevented the Government to cover all these buses on a comprehensive policy ?

Sri K. F. PATIL.—Government did not think of a comprehensive insurance scheme because it is more economical for the Department to have an accident reserve fund rather pay the insurance companies.

Sri R. NAGAN GOWDA.—Such a large number of accidents could be avoided if the buses start on time and keep time from place to place and not waste more time in one place and then hurry up at other places ?

Sri K. F. PATIL.—That is an accepted view.

Sri Y. VEERAPPA.—Is it not a fact that these accidents are due to frequent transfers and changing vehicles about which they will not have acquintence whatever ?

Sri K. F. PATIL.—It may be in one or two cases. But generally drivers are expected to handle these vehicles—all makes in all roads.

Sri G. B. SHANKAR RAO.—The Hon'ble Minister was pleased to say that accidents are due to not keeping up time schedule by drivers. I would like to know when he has come to know it and what action has been taken to make them keep the schedule of timings ?

Sri K. F. PATIL.—If time schedule is not kept up and whosoever is late by stopping in the middle for tea, in such cases actions are being taken against the persons concerned.

Sri G. B. SHANKAR RAO.—In how many cases have Government taken action against drivers who have not kept up the time schedule ?

Sri K. F. PATIL.—A separate question may be put.

ಶ್ರೀ ವಿ. ಶ್ರೀನಿವಾನಶೆಟ್ಟಿ.—ಲೈಸೆನ್ಸ್ ಇದ್ದವರಿಗೆಲ್ಲ ಕೆಲಸ ಕೊಡುತ್ತೀವೆಂದು ಹೇಳಿದ್ದೀರಿ. ಲೈಸೆನ್ಸ್ ಎಷ್ಟು ಸುಲಭದಲ್ಲಿ, ಯಾವ ಯಾವ ವಿಧದಿಂದ ದೊರೆಯುತ್ತವೆಂದು ಗೊತ್ತು. ಅಂಥವರನ್ನೆಲ್ಲ ಕೆಲಸಕ್ಕೆ ತೆಗೆದುಕೊಂಡರೆ ಏನಾಗುತ್ತದೆ ಎಂದು ಯೋಚನೆ ಮಾಡಿದ್ದೀರಾ?

ಶ್ರೀ ಕೆ. ಎಫ್. ಪಾಟೀಲ್.—ಲೈಸೆನ್ಸ್ ಇದ್ದವರನ್ನೆಲ್ಲ ತೆಗೆದುಕೊಳ್ಳುತ್ತೀವೆಂದಲ್ಲ. ಲೈಸೆನ್ಸ್ ಇಲ್ಲದವರನ್ನು ತೆಗೆದುಕೊಳ್ಳುವುದೇ ಇಲ್ಲ. ಲೈಸೆನ್ಸ್ ಕೊಡುವಾಗ test ಮಾಡಿ ಕೊಡುತ್ತಾರೆ. ಸರ್ಕಾರದವರೂ ಕೂಡ heavy vehicles handle ಮಾಡುವುದಕ್ಕೆ ಶಕ್ತಿ ಯಿದ್ದವರನ್ನು ಪರೀಕ್ಷಿಸಿ ಕೆಲಸಕ್ಕೆ ತೆಗೆದುಕೊಳ್ಳುತ್ತಾರೆ.

ಶ್ರೀ ಎ. ಶ್ರೀನಿವಾಸಶೆಟ್ಟಿ.—ಲೈಸೆನ್ಸ್ ಇದ್ದವರು ಎಂದರೆ, ಅವರನ್ನು test ಮಾಡಿ, ಅವಂಗೆ ದೊಡ್ಡ ಬಸ್ handle ಮಾಡುವುದಕ್ಕೆ ಶಕ್ತಿ ಇದೆಯೇ ಎಂದು ನೋಡಿದಮೇಲೆ ಅವರನ್ನು ಕೆಲಸಕ್ಕೆ ನೇಮಕ ಮಾಡಲು ಕ್ರಮ ಕೈಗೊಳ್ಳುತ್ತೀರಾ?

ಶ್ರೀ ಕೆ. ಎಫ್. ಪಾಟೀಲ್.—ಆ ಪ್ರಕಾರವಿದ್ದೇ ಇದೆ. ಲೈಸೆನ್ಸ್ ಇದ್ದವರಿಗೆ ಇಂಥ ಗಾಡಿಯನ್ನು ನಡೆಸಲಕ್ಕೆ ಬರುತ್ತದೆಂದು ಗೊತ್ತಾದರೆ ಮಾತ್ರ ಕೆಲಸಕ್ಕೆ ತೆಗೆದುಕೊಳ್ಳುತ್ತೇವೆ ನಾವೂ ಕೂಡ ಡ್ರೈವರ್‌ಗಳನ್ನು ತೆಗೆದುಕೊಳ್ಳುವಾಗ ಇಂಟರ್‌ವ್ಯೂ ಮಾಡಿ, ತೆಗೆದು ಕೊಳ್ಳುತ್ತೇವೆ. ಇದಲ್ಲದೆ refresher courses ತೆರೆದು ಅವರಿಗೆ training ಕೊಡುತ್ತೇವೆ.

ಶ್ರೀ ಬಿ. ಎಕ್. ಬೋರಣ್ಣಗಾಡ.—ಪ್ರತಿ ವರ್ಷವೂ ಅಪಘಾತಗಳು ಯಾವ ಯಾವ ಕಾರಣ ದಿಂದ ಆದುವು ಎಂದು ದಯವಿಟ್ಟು ಹೇಳಬಲ್ಲಿರಾ ?

ಶ್ರೀ ಕೆ. ಎಫ್. ಪಾಟೀಲ್.—ಅದನ್ನು ಹೇಳುವುದು ಬಹಳ ಕಷ್ಟ.

ಶ್ರೀ ನಿ. ಜೆ. ಮುಕ್ಕಣ್ಣಪ್ಪ.—1960-61ರಲ್ಲಿ 771 ಅಪಘಾತಗಳಾಗಿವೆ. ಯಾವ ಮಾರ್ಗ ಗಳಲ್ಲಿ ಹೆಚ್ಚಾಗಿ ಅಪಘಾತಗಳಾಗಿವೆ?

ಶ್ರೀ ಕೆ. ಎಫ್. ಪಾಟೀಲ್.—ಅದನ್ನು ಹೇಳುವುದು ಕಷ್ಟ. ಆ ವಿವರಗಳು ನನ್ನಲ್ಲಿಲ್ಲ. ಬೇರೆ ಪ್ರಶ್ನೆ ಕೇಳಿದರೆ ತರಿಸಿ ಕೊಡಬಹುದು. ಅಪಘಾತಗಳು ಸರ್ಕಾರಿ ಬಸ್‌ಗಳ ಡ್ರೈವರ್‌ಗಳ ತಪ್ಪಿನಿಂದ ಆಗುತ್ತವೆಂದಲ್ಲ, ಬೇರೆ ಗಾಡಿಗಳ ತಪ್ಪಿನಿಂದಲೂ ಆಗಬಹುದು. ಪ್ರಯಾಣಿಕರ ತಪ್ಪಿನಿಂದ ಆಗಬಹುದು. ದನಕರುಗಳು ಬರುವುದರಿಂದ ಮತ್ತು ಅನೇಕ ಕಾರಣಗಳಿಂದ ಆಗುತ್ತವೆ.

ಶ್ರೀ ಬಿ. ಎಕ್. ಬೋರಣ್ಣಗೌಡ.—ಡ್ರೈವರುಗಳು ಕುಡಿದು ಗಾಡಿಗಳನ್ನು ನಡೆಸುವುದ ರಿಂದ ಹೆಚ್ಚು ಅಪಘಾತಗಳಾಗುತ್ತವೆನ್ನುವುದನ್ನು ಒಪ್ಪಿಕೊಳ್ಳುತ್ತೀರಾ?

ಶ್ರೀ ಕೆ. ಎಫ್. ಪಾಟೀಲ್.—ನನಗೆ ಆ ಸಮಾಚಾರ ಗೊತ್ತಿಲ್ಲ.

ಶ್ರೀ ಬಿ. ಎಕ್. ಬೋರಣ್ಣಗೌಡ.—ಡ್ರೈವರ್‌ಗಳಲ್ಲಿ ಕುಡುಕರಿದ್ದರೆ ಅಂಥವರನ್ನ ಜಾಗ್ರತೆ ತೆಗೆಯುತ್ತೀರಾ?

ಶ್ರೀ ಕೆ. ಎಫ್. ಪಾಟೀಲ್.—ಕುಡಿಯುವ ಅಭ್ಯಾಸವಿದ್ದವರು ಡ್ರೈವರ್‌ಗಳಾಗಿದ್ದರೆ ಅಪಘಾತಗಳಾಗುತ್ತವೆನ್ನುವ ಕಾರಣದಿಂದ ಅಂಥವರು ಡ್ರೈವರ್‌ಗಳಾಗಿರಬಾರದೆನ್ನುವುದು ನನ್ನ ಅಭಿಪ್ರಾಯ.

Sri G. VENKATAI GOWDA.—In how many cases have you filed charge sheets and they have ended in convictions?

Sri K. F. PATIL.—Those details are not available.

Sri Y. VEERAPPA—In these accidents how many have ended in death and how many involved in serious accidents have recovered?

ಶ್ರೀ ಕೆ. ಎಫ್. ಪಾಟೀಲ್.—82 ಜನ ಸಾರ್ವಜನಿಕರು ಮತ್ತು 4 ಜನ ಸಿಬ್ಬಂದಿಯವರು ಸತ್ತಿದ್ದಾರೆ.

Sri M. RAMAPPA.—What is the speed limit?

Sri K. F. PATIL.—It depends upon the vehicle. Our vehicles ply at 28 to 30 miles.

Sri M. RAMAPPA.—Are Government aware that this speed limit is not generally adhered to and they stop for more time in the bus stand and make up the lost time by going at 40 to 50 miles speed and this is one of the main causes for accidents?

Sri K. F. Patil.—This question was asked and I have replied that such cases are few. We have been watching them and giving instructions.

Sri G. Venkatai Gowda.—Is it not possible to limit the speed by installing any mechinery?

Sri K. F. Patil.—We are trying to get a speedometer.

Sri C. J. Muckannappa.—Are these accidents not due to the delay caused by drivers in bus stands?

Sri K. F. Patil.—The Hon'ble Member has brought this to my notice and we have tried to avoid the delays in bus stands.

Sri P. G. Sidhanti.—Have there been any cases under Section 304 (a) of the Penal Code for gross and negligent driving?

Sri K. F. Patil.—There were 2 or 3 cases and they were punished.

ಶ್ರೀ ಎ. ಆರ್. ಪಂಚಗಾವಿ.—ಯಾವುದೇ ಗಾಡಿಗೆ ಬ್ರೇಕ್ ಸರಿಯಾಗಿಲ್ಲದೆ ಅವೇಕಸಲು accident ಆಗಿರುವುದು ಸರ್ಕಾರದ ಗಮನಕ್ಕೆ ಬಂದಿದೆಯೇ?

ಶ್ರೀ ಕೆ. ಎಫ್. ಪಾಟೀರ್.—ಗಾಡಿ ಹುಟ್ಟುವಾಗ ಚೆನ್ನಾ ಮಾಡಿಕೊಂಡು ಹುಟ್ಟಬೇಕು. ಗಾಡಿಯನ್ನು ವಶಕ್ಕೆ ತೆಗೆದುಕೊಳ್ಳಬೇಕಾದರೆ ಸರಿಯಾಗಿದೆಯೇ ಇಲ್ಲವೇ ಎಂದು ನೋಡಬೇಕು. ಹಾಗೆ ತೆಗೆದುಕೊಂಡಮೇಲೂ failure ಆಗುತ್ತದೆ. ಅಂಥ ಸಂದರ್ಭಗಳು ಬಹಳ ಕಡಮೆ.

Sri C. K. Rajaiah Shetty.—Is it not a fact that the accidents are mainly due to overspeed, the vehicles not being in proper order, the drivers being negligent, bad condition of the roads, etc.?

Sri K. F. Patil.—They are there. Otherwise there will be no accidents.

Sri C. K. Rajaiah Shetty.—Is there not something basically wrong in the administration of the department?

Sri K. F. Patil.—Not at all. It is not as if our drivers alone are responsible for the accidents. Accidents are also caused due to the negligence of third parties. You cannot put the blame entirely on our drivers.

Sri C. K. Rajaiah Shetty.—The vehicles are covered only for third party insurance. Is it not foolish on the part of any Government not to cover everything by a comprehensive policy and save so much money to Government?

Sri B. D. Jatti.—It is foolish on the part of anybody to make such allegations against Government.

Sri C. J. Muckannappa.—I take very strong objection. The Hon'ble Member only said that a comprehensive policy would cover all risks. How could the Chief Minister make a statement that it is foolish on the part of a member to say so?

Sri B. D. Jatti.—If the Hon'ble Member can say that the Government is foolish, then where is the objection to my statement. They must be very careful.

Sri C. J. MUCKANNAPPA.—My friend Sri Jatti is very touchy. The accusation was against the Government and not Sri Jatti.

Mr. DEPUTY SPEAKER.—He should not speak like that.

Sri K. F. PATIL.—For third party insurance we have to pay only Rs. 200 per vehicle, but for comprehensive insurance we have to pay Rs. 800 more. We have 1,700 buses and in that case we should have to pay Rs. 13 lakhs to the insurance companies whereas the loss is only about Rs. 1 lakh. Who is foolish can be judged from this.

Sri Y. VEERAPPA.—My friend Sri Rajaiah Shetty with best of intentions said that on account of sheer negligence on the part of the drivers and the concerned people so many accidents take place. Is it open to the Leader of the House to pay back in the same coin?

Mr. DEPUTY SPEAKER.—It is open not only to the Chief Minister but to any member to do so.

DAMAGE CAUSED TO PRIVATE AND PUBLIC PROPERTY ON ACCOUNT OF HEAVY RAINS AND FLOODS IN THE STATE.

*Q.—991. Sri M. RAJASEKHARA MURTHY (T.-Narasipur).—

Will the Government be pleased to state:—

(*a*) the nature of damages caused to the private property and public property in the State on account of heavy floods and rain;

(*b*) the estimated damages both to private property and public property (figures to be given talukwar);

(*c*) the number of families affected in each taluk in the State;

(*d*) the number of houses damaged;

(*e*) the nature of immediate relief given to the flood affected people;

(*f*) the amount given to each taluk;

(*g*) the amount spent in each taluk and the purpose for which it is spent?

*A.—Sri KADIDAL MANJAPPA (Minister for Revenue).—

(*a*) to (*g*) So far as damage to public properties is concerned, the work of surveying the damage done to bridges, roads, etc., is still in progress. The extent of damage has not been fully assessed in view of certain difficulties caused by the floods. The extent af damage to public works (roads, bridges and buildings) is estimated tentatively at Rs. 2.80 crores and the damage caused to the minor irrigation works is estimated at Rs. 1.20 crores.

As regards damage to private properties, as collection and consolidation of information according to Taluks involves considerable labour and time, districtwise information in respect of all the clauses is